

# Montana and the Sky

MDT - Department of Transportation

Aeronautics Division

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## Del Bonita Work Session

*By: Jim Greil, Chief Airports / Airways Bureau*



Last month, the US international border became a little more porous, and a lot more friendly as pilots and friends alike converged on the tiny international airport of Del Bonita. The Del Bonita work session, which was organized by local Canadian pilots in cooperation with the Montana Pilots Association, Montana Flying Farmers and Montana Aeronautics, was not to be denied.

Del Bonita is one of three small, turf airports managed by

the Montana Aeronautics Division that lie directly on or within the international US and Canadian boundary. The runway at Del Bonita, which is North of Browning and Cut Bank, actually lies entirely on the Canadian side with the Southern runway cones lying directly on the border itself. The airstrip was established in the 80s by an agreement with the Canadian Government, the International Boundary Commission and the Montana Aeronautics Division.

The work session was long overdue after recognizing the many faces from across the border that we see so infrequently. After flying in, representatives from each country parked on their respective sides of the airstrip and met in the middle. Apart from the food and fun, some great runway maintenance was accomplished by a merry band of rather rugged and thirsty individuals. Gophers were smoked out of their subterranean dwellings, badger holes were “temporarily” filled in and stories, both true and with salt, were swapped as rakes, shovels and other implements were swung away. Apart from the actual runway crew, many of the wives, spouses and better halves prepared some of the best BBQ north of the border. After bellies were full and international alliances were renewed in earnest, it was time for a few semi-formal speeches and then for the participants to depart back to their own side of the border, with each and all hoping that it won't be quite so long before the next gathering of friends.

If you are planning on flying into Del Bonita yourself, we would recommend that you contact either the Aeronautics Division or Canadian / US customs for advice. Although the airport is open to one and all, the obvious differences between US and Canadian border policies was readily apparent. Many thanks go out to all of the contributors, including Don Althen and many others too numerous and unknown in name to be mentioned here. Pictured above is the work crew and at right Tom Wrobel, Cascade and Bram Tilroe, Leduc, AB enjoying a few laughs after the day is done.



# Administrator's Column

**Aviation Subcommittee busy:** U.S. Senator Conrad Burns, Chairman of the Aviation Subcommittee, held hearings last month to examine the financial condition of the airline industry and another to review the controversial FAA "Age 60 Rule". Senator Burns said that since 2000, many in the airline industry have experienced poor financial results and have lost around \$35 billion with heavy losses expected again this year. Several factors leading to the instability were discussed, including the relationship between legacy and low-cost carriers, rising fuel costs, aviation taxes and fees, labor issues, capacity concerns, fare pricing to name a few. Traffic levels are back to record levels, planes are full but many carriers are still struggling. Senator Burns said conducting this hearing was extremely important, as it is critical that the challenges facing the industry be defined before any steps be taken to improve it. The "Age 60 Rule" was adopted by FAA in 1959 due to concerns that a hazard to safety was presented by ageing pilots in air carrier operations and specifies that individual's age 60 and older may not serve as airline pilots on any commercial flight operations. Opponents claim the rule is arbitrary in nature. Pilots must already pass routine medical and competency checks and there is little apparent reason to deny piloting privileges to someone who is otherwise fit to fly. Proponents want the rule maintained for economic reasons (rather than safety considerations) because it provides commercial pilots with a predictable rate of turnover, allowing younger pilots to move up through the ranks in a steady manner. Senator Burns said safety should be based on facts and not arbitrary or subjective dynamics. A plan must now be developed that maintains the safety of the skies without denying able pilots the ability to fly.

**Flight Service Station News:** More than 800 flight service employees participating in an age discrimination lawsuit against the FAA have asked a federal judge to block the outsourcing of their jobs until their case has been heard. Both sides have agreed that the judge should hold a hearing on the preliminary injunction in early September but no date has been set. On October 1, FAA plans to transfer flight service work to Lockheed Martin Corporation. FAA has confirmed that almost everything is in place for the transfer. This lawsuit is only one of several filed in the aftermath of Lockheed's win. The agency recently rejected bid protests filed by officials representing the flight service employees.

**As things heat up:** a reminder to all to check TFRs before venturing out across the state. In the past state numerous TFRs have cropped up. Check out this web link, select the state of Montana to obtain a list of TFRs in the state: <http://tfr.faa.gov/tfr/list.jsp> Be sure to check with Flight Service as this information may not include a complete listing.

**You'd love to own a warbird:** *Glacier Girl*, the Lockheed P-38 Lightning recovered from beneath the ice in Greenland and restored to flying condition costs \$53,000 a year to insure. The World War II P-38 was recovered from under 268 feet of ice from the Greenland ice-cap. Overall cost to recover and restore *Glacier Girl* was \$6.9 million dollars. This includes the recovery costs, but does not include any of the costs involved with flying or maintaining *Glacier Girl*. Remember the 1993 Montana Aviation Conference when adventurers, Pat Epps and Richard Taylor of the Greenland Expedition Society came to Missoula and spoke of their expeditions to Greenland that began in 1981 in search of the P-38s and B-17s that were lost in bad weather, with fuel running low and forced to land on the ice cap on July 15, 1942.

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# Calendar

**August 19-21, 2005** – Montana Fun Weekend. Cut Bank International Airport. For further information contact Dennis Lenoir (406) 873-2221 or (406) 450-1443. On the web search Montana Fun Weekend.

**August 19, 2005** – National Aviation Day.

**August 20, 2005** – Seventh annual Polson fly-in at Polson (8S1). For further information contact Larry Ashcraft [larjet@centurytel.net](mailto:larjet@centurytel.net).

**August 20, 2005** – Wing's & Wheel's Fly-In. Powell, Wyoming. For further information contact Orville Moore at (307) 754-5234.

**August 26, 2005** – Salute the "Greatest Generation" at a dance held at Northstar Aviation in Missoula to honor the 60<sup>th</sup> anniversary of the end of World War II. Music by the Ed Norton Big Band along with food, beer, wine, door prizes. Military attire encouraged. Tickets \$25 per person; \$45 per couple. For tickets phone (406) 549-8488 or (406) 721-3644; tickets also available in Missoula at Worden's Market, Rockin' Rudy's, South Gate Mall, or Museum of Mountain Flying.

**September 9, 2005** – Aeronautics Board Meeting, Seeley Lake. For further information phone (406) 444-2506 or email [pkautz@mt.gov](mailto:pkautz@mt.gov).

**September 14-18, 2005** – Reno National Championship Air Races & Air Show – Reno's Stead Field (4SD). For more information go to [www.airrace.org](http://www.airrace.org).

**September 16-18, 2005** – Mountain Search Pilot Clinic, Kalispell. For further information phone (406) 444-2506.

**October 1, 2005** – Hirsch Ranch Fly-In – 30 miles northwest of Miles City.

**October 8, 2005** – Aviation Day Dillon Airport. For further information phone Dennis or Jean Devivo at (406) 683-5242.

## Townsend Flight Festival Big Success



The Townsend Flight Festival held on July 3<sup>rd</sup> was a big success. They had over 40 planes arrive and EAA chapter 344 gave 35 Young Eagle rides. Over 200 people enjoyed the event. Pictured are a few of the people that came out to the airport to take part in the days activities.

### Mountain Flying Info

If you're planning to do some mountain flying, check out the AOPA Air Safety Foundation's "Now Featuring: Mountain Flying" Web page to learn about density altitude, terrain avoidance, mountain weather, and other topics. You'll also find many other resources such as an online course and a Safety Advisor. See <http://www.aopa.org/asf/>.

## Rocky Hosts Aviation Camp



Rocky Mountain College of Billings hosted its annual aviation camp, "The Sky is the Limit" on July 18-22. Samantha & Stan Morris were the enthusiastic lead instructors. The young aviation students that attended the camp experienced many hands on flight activities, presentations, and discovery field trips. The real highlight of the week was the one-on-one flight training with a Rocky Mountain College Certified Flight Instructor.

Jeanne MacPherson of Montana Aeronautics was one of the instructors to present a hands on activity, as she lead students through a survival course and emergency locator beacon (ELT) exercises.



# Work Session Well Attended!



*Chuck Manning, Kalispell; Garfield Jermunson of Brady & Bram Tilroe, Canada, part of the backcountry success story!*



*The top of the fence rail was painted a bright orange to make it easier to spot from the air.*



*Always cheerful Bill Gallea of Helena offered his expertise in fence repair.*

Close to 35 airplanes and more than 100 people gathered in the Great Bear Wilderness July 15 & 16 to participate in the Schafer Meadows annual work session. This year's projects included replacing jacklegs on the fence on the east end of the airport, repainting the top rail of the fence bright orange, cleaning outhouses & bear boxes, and cutting fallen trees for firewood.

Saturday evening Loren Smith and Jane Mart provided dinner for the hungry crew. Dinner consisted of pizza from MacKenzie River & Howard's with every kind of topping & sauce imaginable; corn on the cob; and homemade ice cream with fresh strawberries and all the toppings. Many thanks to Loren & Jane, delicious as always.

Special thanks to Denise Smith from US Senator Burns office for attending the work session and lending a helping hand, Montana is very fortunate to have awesome support of our congressional delegations for these backcountry strips. Also thank you to Jim Lynch, Director Department of Transportation for participating and his great support of aviation.

And of course a big THANKS to Deb Mucklow, USFS ranger and her amazing staff for coordination and their help in leading the work projects. Last but certainly not least to the volunteers - without you these important work sessions would not be accomplished.



*Jim Roberts of Billings and his son made the work session a family affair.*

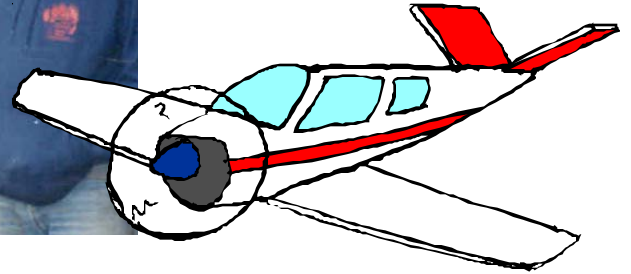


*The only modes of transportation to Schafer Meadows are by horseback; hike in or our personal favorite fly-in.*





*United States Forest Service employees are always a joy to work with!*



*Denise Smith of Senator Burns office; Reba Henville, Glasgow, Mary Ellen Weyermann, Missoula and Geanette Cebulski of Seeley Lake were the "Official Bear Box Cleaning Crew".*



*E. J. Redding, Helena; Ramona "Skychick" of California and Ed Lanoue, Stevensville husked corn for the Saturday evening meal.*



*Director Jim Lynch and Jane Mart served homemade ice cream to the hungry work crew – an extra special treat!! Once again thanks to Loren Smith & Jane for supplying & flying in the delicious meal.*



*Ed Lanoue found the pile of firewood a comfortable place to take a nap after putting in a full day of hard work.*

# In Memory

E. Scott Stanley, 80 of Great Falls, a Navy veteran and retired business and community leader died of natural causes on Monday August 1.

Scott was born September 20, 1924, in Great Falls, where he was raised and educated. He graduated from Great Falls High School in 1942 and received a bachelor's degree in business from the University of Montana at Missoula. He graduated from Navy Flight School in Pensacola, FL and attended Carroll College in Helena and had various insurance and realtor schooling.

A Naval officer, he graduated from flight school at the close of World War II. His operational aircraft was torpedo bombers. He remained in the Naval Reserve Program as a lieutenant commander until retirement. He married Irene D. Wolter on October 28, 1950, in Great Falls.

Scott was a partner with his father and uncle in a three-generation family insurance agency started by his grandfather, Henry Holmes Stanley in 1900 in Great Falls. He eventually became full owner/operator of the business, and at retirement sold the business, H.H. Stanley Co., to his friend and partner Helen Spurgin.

Scott was an active insurance executive for more than 50 years. He was also a private and commercially rated active pilot throughout his life and member of the Aircraft Owners and Pilots Association. His motto was "Your Flying Insurance Man."

He was an active community leader, a former trustee and lifetime member of the First Presbyterian Church; past president and 55-year member of the Lions Club; served 37 years on the board of directors, 29 as president, of the Great Falls Cemetery Association; a lifetime member of T.R.O.A. and M.O.A.A.; past president of the Montana State Pilots Association (2 terms); past president of Great Falls Hangar of M.P.A. (2 terms); a member of the Society of Quiet Birdmen; member of the Great Falls Chamber of Commerce, City Center Association and Business Improvement District, was named M.P.A. "Pilot of the Year" in 1958 and Insurance Women of Great Falls "Boss of the Year" in 1970. Scott was a lifetime member of Phi Delta Theta fraternity and lifetime accident-free private pilot.

He was a beloved husband, father, grandfather, family man and friend. He will be eternally loved and missed by all.

## Former Montana Aviation Leader Dies

Clarence R. "Sig" Ugrin, age 85, of Darnestown, Maryland, formerly of Miles City, passed from this life on July 6, 2005 from complications associated with pneumonia and Parkinson's disease.

Ugrin the son of Croation immigrants was born in Black Eagle, Montana and served as a Navy flight engineer during World War II. After his return, he started Billings Aero Repair with partner Matt Zupan, and then later opened a similar aviation repair business in Miles City, where he also served as the airport manger for more than 35 years.

Former Governor Ted Schwinden appointed him to serve on the Montana Aeronautics Board in 1981, and in 1990 he was appointed to serve as its chairman for two terms. In 1996, Ugrin received the Charles Taylor Award from the Federal Aviation Administration. The award named for the Wright Brothers' mechanic at Kitty Hawk, N.C., honors aviation mechanics who have worked in the field for 50 years.

In addition to being a seasoned airplane mechanic, Ugrin was certified as an airplane inspector, held a commercial pilot's license and had logged more than 25,000 hours flying.

He is survived by a son and daughter, nine grandchildren and nine great-grandchildren. Our thoughts and prayers go out to the Ugrin family.

## Postal Service issues aviation stamps

The U.S. Postal Service has just issued a new series of stamps called American Advances in Aviation. Each stamp pane features 10 designs, including the Hughes H-1 Racer, Beechcraft V35 Bonanza, and the Northrop YB-49 Flying Wing. "These engineering marvels broke records and pushed the envelope of aircraft development. They remind us of the thrill of flight and the excitement of discovery," said Linda Kingsley, vice president of strategic planning for the U.S. Postal Service. Now you can show your pride for aviation every time you mail a letter.





# Keeping Up Foreign Relations

“Shiniso!” (We’re going to die!) the pilot yelled as the aircraft went weightless. Squeals – unintelligible in any language – came back in response as the pen he had released went floating into the backseat. Upon the return of one-positive-g, the calls of “Sugoi!” (Cool), and “Cool” (Sugoi) rang out throughout the airplane; three more people had just experienced weightlessness for the very first time.

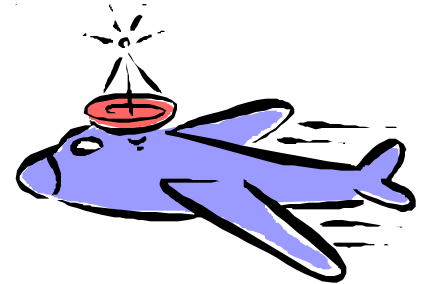
On July 27 and 28, 2005 (Heisei 17, The Year of the Rooster) over thirty Japanese exchange students and their host families came to the Montana Aeronautics Division to experience the wonder of aviation in the form of Young Eagles flights. Mike Quinn played Sensei (teacher) and “piloto” (we’ll let you guess that one), since he is the “Japanese Bi-linguist in Residence” at the Division.



In the interest of strengthening foreign relationships, Montana has a sister-state exchange program with the Japanese state of Kumamoto, with Helena’s sister-city being Kumamoto City. Through the exchange of experiences, cultures, and ideas, it is the intent of this program to cultivate understanding and draw together people from around the globe in a bond of friendship. Having spent a year in Kumamoto, and having been graced during that time with an unlimited outpouring of goodwill by the Nihonjin (Japanese People), Mike Quinn has continued to play a role internationally - with a focus on Japan - in an effort to give back to the program that so enriched his life – to repay his Debt of Honor. What better way to do so than with the Gift of Flight?

And so it came to pass that during two days of July in the blue skies above Helena, cries of surprise and joy (and occasional fear, we’ll admit) rang out in two languages. And though all knew that English is the language of aviation, and regardless of what our native tongue was, everybody was speaking the true international language: fun.

## Satellite processing of 121.5-MHz ELT to end in 2009



The FAA issued a notice to airman (notam) announcing plans to end satellite processing of emergency locator transmitter (ELT) distress signals broadcast over 121.5 MHz and 243 MHz on February 1, 2009. This comes at the request of the Cospas-Sarsat program, an international search and rescue program that uses satellite-aided tracking, and is part of a transition to 406-MHz ELTs whose signals provide more information with greater accuracy than the current ELTs.

“AOPA recognizes the benefits of the 406-MHz ELT but opposes any attempt to force pilots to upgrade. The unit alone costs about \$1,000, with installation adding more to the cost. So the decision whether to upgrade or to keep the 121.5-MHz system should be left to the discretion of each aircraft owner,” said Rob Hackman, AOPA manager of regulatory and certification policy.

Aircraft owners and pilots should be aware that ELTs that transmit on 121.5 MHz will still satisfy FAA requirements and be legal after the transition date, but they will provide limited assistance in the event of an accident because their signals will no longer be received by a satellite. However, the FAA and the Department of Defense will still monitor the frequency from the ground and can initiate search-and-rescue operations.

Currently, only one company in the United States sells the 406-MHz ELT suitable for installation in aircraft. This advanced ELT uses digital technology to transmit information specific to you and your aircraft, including your GPS coordinates and personal contact information.

Pilots who fly in mountainous terrain or unpopulated areas might want to invest in the new equipment because their 121.5-MHz signal might not be picked up by ground stations, thus delaying or even preventing a search-and-rescue operation. But those flying in populated areas might decide against the upgrade because it is more likely someone will see them go down or that an air traffic control facility will pick up the distress signal.

For more information about the 406-MHz ELT, read “Airframe & Powerplant: Getting a Better Signal” in the January 2005 issue of *AOPA Pilot*.

# Classic Tower Conversations

"Air Force '45, it appears your engine has...oh, disregard...I see you've already ejected."

"Citation 123, if you quit calling me Center, I'll quit calling you twin Cessna."

"About three miles ahead, you've got traffic 12 o'clock, five miles."

"If you hear me, traffic no longer a factor."

"I am way too busy for anybody to cancel on me."

"You're gonna have to key the mic. I can't see you when you nod your head."

"Put your compass on 'E' and get out of my airspace."

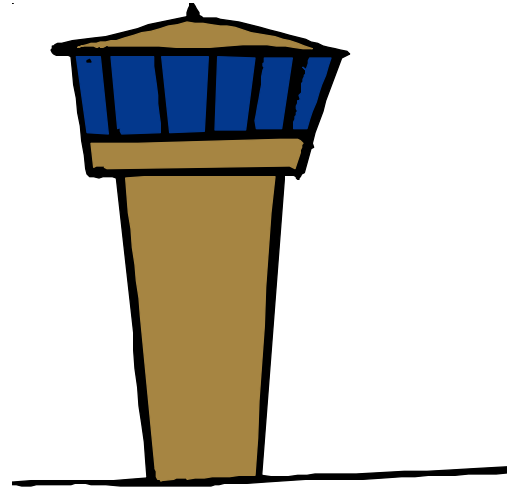
"Climb like your life depends on it...because it does."

"If you want more room, captain, push your seat back."

"For radar identification, throw your jumpseat rider out the window."

"Hello flight 56, if you hear me rock your wings.." "OK TOWER, IF YOU HEAR ME ROCK THE TOWER!!"

The controller working a busy pattern told the 727 on downwind to take a three-sixty. The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this plane?" Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!"



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